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1. [redacted] effective 1 November 1953, the following daily coal consumption quotas were fixed:

Railroad district	Daily Coal Consumption (quota in tons)
Berlin	3,200
Greifswald	1,320
Schwesin	1,520
Magdeburg	2,830
Halle	4,250
Erfurt	3,850
Dresden	4,100
Cottbus	1,830
Total:	22,900

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2. [redacted] the following railroad coal stocks were available on the days mentioned:

Date	Hard Coal (tons)	Locomotive Coal (tons)	Brown Coal Briquettes (tons)	Shop Coal (tons)
26 October	64,300	26,800	24,000	
28 "	64,900	24,400	23,900	
30 "	62,400	22,200	2,600	
1 November	73,100	21,800	2,800	

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3. On 30 October, [redacted] there was no change in the status of the reserve locomotives parked at Bucherow. The number of locomotives parked at Ruednitz had decreased from 35 to about 15.

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4. In early November, [redacted] all railroad districts had been ordered to dispatch all [redacted] empty heavy-duty flatcars to Frankfurt/Oder.

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5. According to an order of the Soviet transportation control headquarters dated 31 October 1953, tank shuttle trains [redacted] consisting of 16 RRM cars each, were to be dispatched to the East via Frankfurt/Oder from Luckenwalde and Fangschlause respectively. Two new tank shuttle trains had to be formed from available heavy-duty flatcars. The cars of the two tank shuttle trains dispatched to East Litovsk will be placed at the disposal of the Berlin railroad district after their return.

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1. [redacted] Comment. Due to seasonal reasons, the daily coal consumption quota was increased by 1,500 tons as compared with the previous month.

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2. [redacted] Comment. The 75,100 tons of hard coal available on 1 November represent 112,650 tons of briquette units. [redacted] Thus a total of 134,450 tons of briquette units was available on this day. According to the daily coal consumption quota in force for November, total coal stocks amounted to 5.9 days' requirements as against 5.7 days' requirements available on 24 October. The coal situation continues critical.

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3. [redacted] Comment. The locomotives of deactivated locomotive column No 3 are parked in Ruednitz, while the equipment of deactivated locomotive column No 13 is parked in Ducherow. [redacted]

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[redacted] Comment. It was not known whether the railroad order involved had been given to all railroad districts. [redacted] In the meantime, part of the heavy-duty flatcars dispatched to the East [redacted] returned loaded with trucks, tanks, heavy AT guns and new railroad tracks. [redacted]

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[redacted] Comment. The dispatch of tank shuttle trains to East Litovsk via Frankfurt/Oder was reported previously. [redacted] It has been determined that these trains were used for the shipment of tanks and new railroad tracks from the USSR to East Germany. [redacted]

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